



S. A. S. M. E. E. Bulletin

1927 ~ 2007

THE OFFICIAL JOURNAL OF

THE SOUTH AUSTRALIAN SOCIETY OF

MODEL & EXPERIMENTAL ENGINEERS INC

SEPTEMBER 2007

ISSN/0155/3700

CLUB JOTTINGS

BY SMOKEY

AUTUMN RUNNING

The pfd on Saturday 19th May was the last run for the Autumn season and indicative of true winter weather with a cool day of 18 degrees and several light showers of rain.

Patronage was mediocre with 4 birthday parties accounting for the majority.

The boat pond only saw a handful of craft operated by Norm Kernich, Bill Weste and Malcolm Ambler whilst the Steam house soldiered along with only Ralph Ollerenshaw and Bob Scanlan.

The canteen had an easy day with Margaret Lewis and Jean Clark seen taking time out. In fact everyone had an easy time which is good to have every once in a while. Perhaps the gateman, John Beal, may have had a chance for a snooze as well.!

SASMEE PARK STATION.

Station attendants Graham Richards and Ainsley Cuthbertson dispatched the following trains:-

2-8-0 Nigel Gresley #456

Bryan Homann.

4-8-4 SAR 500 Class #509

John Mere.

0-6-0 Simplex

Len Redway

0-6-0x2 Kitson Meyer #34

Graeme Driscoll

MILLSWOOD STATION

0-4-2 Talyllyn #1

Bert Francis

0-4-0 Dolgoch #2

Barry Dunstan

0-6-0 Simplex #10

John Lewis

2-6-0 Eudlo #3

Andrew Mathews

Station attendants for these trains were Alex Mitropoulos and Andrew Mottram.

During the afternoon we were fortunate to have a visit by member Gordon Symons who, because of eyesight problems, is rarely able to get to SASMEE, however he made the most of his time by having a chat with his many friends.

SICK LIST

Hear tell that member Alan Brabham had a couple of days in Calvary Hospital for some minor plumbing work. He came home on 21st May and is on the road to recovery. Alan has been missed in his capacity of station attendant at Millswood Station and the tea maker for the Wednesday working bee.

Member Michael Tarry came home on Friday 25th May after having spent some three and three quarter months in Flinders Medical Centre with severe respiratory problems. His health has been ailing for something like 4 years and to quote Michael "they can put a man on the moon yet they can't fix my problem" The fact that he is home, under the Beal family, is a good sign and SASMEE, on behalf of Members, wishes Michael a speedy recovery.

Our jovial mirthmaker, Ralph McEvoy, suffered a heart attack in early July which resulted in a week's stay in the R.A.H. Ralph had a stent inserted to fix a problem and is sure to make a good recovery.

Don Awalt has had a rough time since undergoing a triple bypass operation at Flinders Private on 11th May. Don suffered severe complications resulting in a longer than usual stay in intensive care.

Following a stay in a rehabilitation facility at Brighton he was released to home care in early August. Substantial rehab. treatment is required and we have no doubt that Don's fighting spirit and determination will see him through.

Hear tell also that Ralph Byles has also had ticker trouble and that a triple bypass was performed at Ashford Hospital in 16th August. Trusting Ralph's trouble is now over and a speedy recovery is forth coming.

Our best wishes also go out to David James who is recovering from surgery for a twisted bowel and one or two other problems and look forward to seeing his cheery smile back at SASMEE again. Following two weeks in Flinders no doubt he is glad to be home.

Our stalwart of the canteen, Margaret Lewis, will be out of action for some weeks following surgery at Ashford Hospital in

early August for a hip replacement. It goes without saying that all members wish Margaret a speedy recovery and look forward to her return -- miss those expertly cooked french fries.

WINTER RUNNING JUNE 2007.

The public field day on June 3rd was officially winter and it sure felt like it!! However, with a temperature of 16 degrees and showery periods a good crowd, including 7 parties, braved the weather with plenty of brollies to boot. There was plenty of power on the 5 inch gauge track however the 71/4 "g circuit struggled with only 2 locos providing service.

The canteen did a roaring trade under the care of Marg. Lewis, Jean Clark and helper Dorothy Ambler. Incidentally the new Ambler residence at Mannigham has been completed and Dorothy and Malcolm having moved back in, is there going to be a house warming? The boat pond, as clear as glass and showing off the 22 goldfish [Comets], played host to water craft operated by Norm Kernich, Malcolm Ambler and Daniel Lyas. The steam house, being nice and warm was good place to be with a large party set up nearby, John, Ralph and Bob were busy answering many questions regarding the steam operated models.

SASMEE PARK STATION

Station attendants Brian Greenslade and David Hawkins dispatched the following trains:-

0-6-0 x 2 Kitson Meyer #34	Graeme Driscoll.
2-8-4 SAR 720 class #720	John Mere.
4-8-4 SAR 520 class #523	John Lyas.
2-8-0 Nigel Gresley #456	Bryan Homann.
0-6-0 Simplex	Len Redway.
----- Jack & Junior d/headed	John Monte.

John Monte has glowing reports following the fitment of new motors and new steel wheels in lieu of the cast iron ones to the shunters, Jack and Junior.

It was noted at 4pm, that 720 and 523 were double heading with 4 carriages carrying some 25 passengers with guard Ben Cottle riding on the SAR caboose. This train looked really impressive with the drivers masterfully controlling the locos from slipping

on the wet rails as they hauled their heavy load around the curved grade under the pedestrian bridge leading to the Millswood station.

MILLSWOOD STATION

Station attendants Alan Brabham and Alex Mitropoulos dispatched the following trains:-

0-6-0 Koppel

Glen Templeman.

0-6-0 Simplex #10

John Lewis.

These 2 trains performed very well considering the number of people waiting for a ride. A couple of other noteworthy items were a couple of gremlins in the 5" g signals which were solved, and the removal of the slow speed sign approaching the 7.25" g trestle bridge following completion of maintainance. Safety Officer of the day was Barry Dunstan who was pleased to report a well behaved crowd and no incidents.

NEW MEMBERS

SASMEE welcomes the following new members and trusts that they will share a long and happy association.

Ian Foster	Full Member	Elected June 2007
John Watley	Full Member	Elected June 2007
Len Holbrook	Country Member	Elected July 2007
Ben Cottle	Junior Member	Elected August 2007.

SAFETY VALVE RUN & EFFICIENCY TRIALS

Saturday 24th June [4th Saturday] was the designated day for the Annual Safety Valve Run which this year included a locomotive efficiency trial which is conducted every 2 years, by member Alan Wallace. Seven runs were organised, each of a duration of 30 minutes, the results of which are covered in a separate report in this issue of the Bulletin.

The weather for the day was absolutely perfect for the operation of steam locomotives, that is, sunny and clear with a temperature of 14 degrees. The trials commenced about 11.15am and progressed at regular intervals throughout the day with the Dynamometer car and support car carrying the

computer equipment recording all of the technical data.

Andrew Mottram officiated, many thanks.

Once again Ian Thomas's 7.25"g 4-6-2 Green Pacific with 12 cars, gave a terrific rendition of a steam loco working hard notwithstanding "notching up" of the reverser. This has to be the best sounding steam loco in S.A., or dare we say it, Australia?!

But there again the final results have, once again, shown that the biggest ain't always the best! The winner was Simon Lindsay with his 5"g 'Nigel Gresley' with an efficiency of 1.32, congratulations Simon.

Being a relatively new loco owner, of only 7 months, Simon ably demonstrated his ability in topping the poll notwithstanding a malfunction whereby the draincocks would not shut off.

Come 6pm and some 40 hardy souls tucked into a hot meal put on by the Club consisting of Vilis pies, pasties and sausage rolls together with a variety of Pizza Hut Pizzas. Thanks to the Templeman and Cottle families for serving the food and drinks.

TRIAL PARTICIPANTS [in order]

5"g	0-6-0x2 Kitson Meyer	Graeme Driscoll.
5"g	2-8-4 SAR 720 class #720	John Mere.
5"g	2-8-0 Nigel Gresley #457	Simon Lindsay.
7.25"g	0-6-0 Simplex #10	John Lewis.
5"g	2-8-4 SAR 720 class #720	John Mere.
7.25"g	4-6-2 Pacific #8443	Ian Thomas.
3.5"g	0-4-0 Juliet #1965	Alan Wallace.

NON TRIAL PARTICIPANTS.

5"g	----- Heisler	Michael Tingay.
5"g	4-6-0 Springbok #1179	Barry Dunstan.
5"g	2-8-0 Buffalo	Brad Cottle.
5"g	----- Jack & Junior	John Monte.
5"g	----- SAR 930 class d/e	David Hawkins.
3.5"g	----- WAGR X class d/e	Glen Templeman.
7.25"g	----- Shorties [2]	Dicker Family.

A couple of new additions to the tracks were worthy of note. The WAGR "X" class d/e loco, now in the hands of the

Templeman family was built many years ago by late member John Moorfield who last ran it on the elevated track at SASMEE some 20-25 years ago and had been gathering dust ever since. According to Glen the old motor was way way past its use by date so a new small 43cc 2stroke motor was purchased and altered to fit into the confined space. Although the motor worked perfectly there was something amiss in the gearbox which prevented motion. No doubt Glen will solve the problem and we will see this finely scaled model in operation in the near future. The Dicker family showed their latest creation, "Shorty 12" built by Brenton Dicker. Cosmetically it follows the designs built earlier by Barry Walding and Barry Dunstan, However the Dicker version is powered by several deep cycle batteries which they claim gives it plenty of grunt. All in all it was a great day and everyone thoroughly enjoyed themselves. With the forecast for an overnight temperature of just 2 degrees it was felt that 9pm was a logical time to pack up and the gates were eventually closed at 9.45pm.

ENTERTAINMENT

For the June meeting Ian Clark provided a DVD showing black and white footage of steam in its heyday on the Railways of France. The footage was old, however it was very good quality and of great interest to the audience.

The July meeting was well entertained by a DVD presented to Barry Dunstan by Wayne Bradford of Railway Park, a copy to go in the SASMEE archives. The DVD presented Super 8 movie footage of earlier SASMEE running days, circa 1961 also including the 1965 opening of the extended track on a new formation. Some earlier interstate conventions were also included, all of which proved of great interest and was very well received.

The August meeting was of course, the Annual General Meeting quite well attended by some 40 members. Norm Kernich once again took on the position of Returning Officer. A new Treasurer was elected, namely, Simon Lindsay with a ballot required to elect the 4 persons required for the Committee. All

other nominations were re-elected unopposed.

See elsewhere in this issue of the Bulletin for the full listing of the Executive Committee for the ensuing year, 2007/8.

BOAT POND

Even during the winter months we lose a certain amount of water from the pond due to natural elements. To help sustain the water level 2 guys, from the neighbouring steamhouse, namely, John Weidenhofer and Ralph Ollerenshaw have piped the rainwater runoff from the steam house and the 2 carports into the boat pond.

Having become experts in this field they then renewed the rain water runoff from the Northern side of the workshop. Many thanks guys.

On the 14th April this year some 22 Goldfish [Comets] were introduced to the boat pond and on Wednesday 28th July, some 15 weeks later, they were noted still alive and kicking, er swimming!!

WINTER RUNNING JULY 2007

The pfd on Sunday 1st July was a typical winters day, cold but mostly sunny and 15 degrees. Patronage was very good which meant the canteen was busy albeit with Margaret and John Lewis in attendance, however John Beal was noted giving a hand later on. The steam house was manned by John Weidenhofer and Bob Scanlan with Ralph Ollerenshaw otherwise engaged on Safety Officer duties.

The boat pond, still looking good, played host to water craft operated by Bill Weste, Scott Bailey, Norm Kernick, Malcolm Ambler and Daniel Lyas.

SASMEE PARK 5"g

Station attendants Brian Greenslade and Graham Richards dispatched the following:-

2-8-0 Nigel Gresley #457

2-8-0 Nigel Gresley #456

4-6-0 Black Five #5073

0-6-0 Schenectady

Simon Lindsay.

Bryan Homann.

Alan Wallace.

John Beal.

0-6-0x2 Kitson Meyer #34
----- Junior 004 + Jack 005

Graeme Driscoll.
John Monte.

MILLSWOOD STATION 7.25"g

Station attendants Allan Brabham and Alex Mitropoulos
dispatched the following trains:-

0-4-2 Talyllyn #1
0-6-0 Koppel
0-4-0 Dolgoch #2

Bert Francis.
Glen Templeman.
Barry Dunstan.

APPLIANCE ACCREDITATION

On Sunday 1st July member Michael Moyse spent most of the day testing and tagging all electric appliances including leads, in order that we comply with current regulations relating to duty of care.

Electricians are not easy to come by and SASMEE gratefully acknowledge the generous help given by Michael in this regard.

Bearing the aforesaid in mind members are reminded not to donate anything of an electrical nature without consulting the President or Secretary beforehand.

SHOW OF WORK

Don't forget that the Annual show of work is set down for the November meeting, so please bring along your latest creation or part thereof.

RIDING CARRIAGES

Any member desirous of constructing a vehicle for the carriage of passengers would be well advised to consult the SASMEE Manual of Standards and /or Ian Clark before commencing construction. This may well avoid any disappointment and refusal of registration, bearing in mind that we have a duty of care to the Public to ensure that riding cars can operate in a safe manner.

The basic things to consider are:-

Car frames, height and width, width of seat, end boards, bogie design, wheel standards, coupler height, skid bars and more.

The same applies to members purchasing secondhand vehicles, not registered with SASMEE.
Bearing in mind that modifications may be required in order to comply with SASMEE requirements.

SPEED INDICATOR

New and clear signage has been placed prior to the 2 tunnels and Millswood Station loop, indicating the speed at which these areas are to be travelled.

All drivers are advised that a low speed [LS] of 5Kph is mandatory.

Any member who has not run a loco for a while will be reminded on site. The maximum allowable speed for all trains is 10Kph and any driver who has difficulty in conforming should consider fitting a cycle computerised odometer to the riding car, for as little as \$30 or less. There are some brands nowadays that will accomodate any wheel size.

WINTER RUNNING JULY 2007

The pfd on Saturday 21st July, and well into Winter, was held amid a 15 degree Sunny day with a good crowd, and some 6 parties scattered around the grounds.

The steam house was fully manned with Ralph Ollerenshaw, John Weidenhofer, Bob Scanlon and David Eustice in attendance. It was good to see young Tim Oke poke his nose in for a look.

Boats plying the pond on crystal clear waters were operated by Bill Weste, Norm Kernick and Mary and Gerry Turner.

The canteen was staffed by Margaret Lewis, Jean Clark and Suzie Clark who has recently joined the over 40's club --
Congratulations Sue!!

SASMEE PARK STATION

2-8-2 D&RGW Mudhen

0-6-0x2 Kitson Meyer #34

4-4-0 Virginia #5491

2-8-0 Nigel Gresley #456

Peter Hoyer.

Graeme Driscoll.

Brad Cottle.

Bryann Homann.



PHOTO 1



PHOTO 2



PHOTO 4



2-8-0 Nigel Gresley #457

0-6-0 Schenectady

----- NSW 422 class d/e

0-4-0 [3.5" g] Juliet #1965

----- [3.5" g] WAGR "X" class Mullewa

Simon Lindsay.

John Beal.

Malcolm Ambler.

Alan Wallace.

Mitchell Templeman.

It was good see Mullewa in traffic again after an absence of some 25 years. Mitchell successfully gained his Class 1 compency certificate, and proudly put the model through its paces.

MILLSWOOD STATION

0-6-0 Simplex #10

0-4-0 Dolgoch #2

John Lewis.

Barry Dunstan.

ANNUAL LUNCH & GET TOGETHER

Don't forget that our Annual lunch is scheduled for Sunday 18th November, 12 noon at the same venue as last year, namely, the Port Adelaide Football Club Bistro at Alberton. Everone enjoyed last year, hence the same place again. Also it's very affordable with Seniors discount, so mark the date in your diary.

BRIDGES

The girder bridge is currently receiving a complete repaint in gloss Heritage Red by Radke Painters.

Minor repairs have been carried out including retensioning of the timber walkway fasteners. The new colour scheme looks quite smart.

Modifications continue on the trestle bridge with some major work due to take place during the 3 week break following the Saturday run in September. We shall be looking for a good rollup of labour on the 3 Wednesdays, so please come along and help it will be greatly appreciated. It will also help to ensure that we do not lose use of the 7.25" g track on a Public Field Day.

SASMEE Locomotive Efficiency Trials Day 2007

Allan Wallace

On 23/6/2007 we ran the fourth SASMEE steam locomotive efficiency trial. Engines haul a train of the driver's choosing for about 30 minutes. A computerised dynamometer car records the work done at the drawbar and the coal consumed is carefully measured. The overall thermal efficiency is the proportion of useful work done at the drawbar, relative to the energy released by the coal.

The dynamometer car, built with John Lyas, is a close 5" gauge replica of the prototype in its early livery. Internally, it is very modern. The front drawbar is linked to an electronic load cell, and the wheels drive a DC tachometer and an optical revolution counter. A box of electronics conditions the signals, converts them to digital format, and transmits them to a laptop computer carried on a conventional passenger truck behind the car.

The laptop computer displays a scrolling "paper" chart, like the original instrument table, but it reads data every second and stores the information on disk for subsequent display or printing.

A full technical description of the dynamometer car, and the detailed results from the last few years of trials, can be downloaded from my website, at www.avocetconsulting.com.au/modeleng.

We had two 7.25" gauge entrants, three 5" gauge, and for the first time a tiny 3.5" gauge tank engine. Andrew Mottram did a magnificent job as timekeeper for the day, and this year we handed the responsibility for the initial and final firebox fill to the timekeeper, for improved consistency and independent coal measurement.

The day was not without its incidents. Ten minutes of data was lost when the computer shut down – sorry Graeme. The Kitson Meyer results were scaled back to the full time on the basis that the 20 minutes was a good representation of the whole run. Now the need to set up the laptop system correctly is firmly on the checklist. Ian's large Pacific did its best to stretch the dynamometer set with a long and heavy train. The run was restarted with the car's internal loadcell after a derailment put an electrical offset into the external load cell. After that the Pacific could not be fully "opened up" because of the reduced load cell range. No such problem presented for the little "Juliet" however, and with the help of a rather unflattering bean tin strapped to the tank for refilling on-the-run the engine performed solidly for the 30 minutes.

Figure 4 provides tabular data for the day.

Owner/Driver	Loco.	Wheels	Distance Av Coal Av DB Efficiency						
			Time	ce	Speed	Rate	Power	ency	
			Min	metres	kph	kg/hr	Watts		
Simon Lindsay	Gresley 5"	2-8-0	30.4	4268	8.4	1.8	195	1.3%	
Ian Thomas	Pacific 7.25"	4-6-2	31	4916	9.5	3.8	410	1.3%	
John Lewis	Simplex 7.25"	0-6-0	29.2	5579	11.5	3.2	238	0.9%	
Allan Wallace	Juliet 3.5"	0-4-0	31.2	3695	7.1	0.7	51	0.8%	
Graeme Driscoll-Kitson	5"	0-6-0 0-6-0	30	5424	10.8	2.9	187	0.8%	
John Mere	720 5"	4-8-4	29.7	4562	9.2	3.4	195	0.7%	

Figure 4 Results table

The Gresley was a whisker ahead of the Pacific in the third decimal place, but congratulations to both Simon and Ian for their performances.

Thanks to the committee, the helpers and the drivers for helping make this an enjoyable and instructive day.

PRESIDENT'S REPORT FOR 2007
THE 80TH ANNUAL GENERAL MEETING HELD ON 14TH AUGUST 2007

Over the last 12 months our club has been confronted with many challenges and with the valuable input from members, in many areas, these have been met and once again SASMEE has provided a safe and happy environment for thousands of patrons who have thrilled to the train rides, show and operation of models, full size machinery, partying facilities and grounds which are second to none. We are indeed indebted to Jean Clark and Margaret and John Lewis for the operation and well being of the canteen as it continues to play a vital part in the enjoyment of our visitors.

This year has been a particularly busy one for SASMEE with no less than four large functions having been organised, which has included meals for many. This year has seen the largest influx of new members for decades so perhaps we are not a bad bunch of guys after all! Once again I have endeavoured to provide a variety of entertainment for your enjoyment, namely, slide shows, talks by members and professionals, videos/DVD's unfortunately our SASMEE subsidised outing with SteamRanger, for Bernie Dickinson, was cancelled and deferred due to the derailment in Bugle Ranges, but rest assured it will still go ahead.

The following is a summary of the major events that have occurred during the last year.

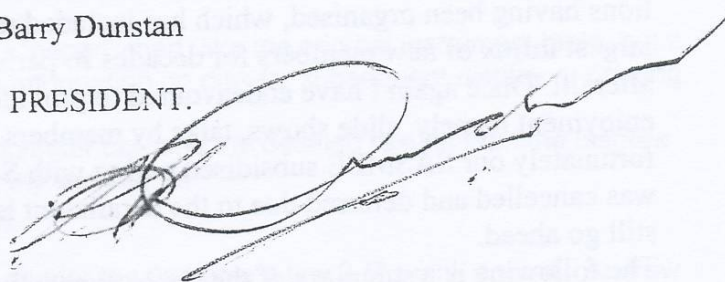
- Record number of new members totalling 16.
- General Meetings have been very well attended. Max = 75, Min = 36, Ave = 45.
- There have been four issues of BULLETIN thanks to Bill Coles and Smokey.
- Excellent show of work in November 2006.
- The erection of the boat pond shelter by Olympic Industries.
- SASMEE's annual lunch at the Port Adelaide Football Club Bistro. 54 attended.
- SASMEE Park sidings redesigned with a connection to the main line.
- Signalling upgraded to cater for the aforementioned.
- Coal bunker treated interiorwise for corrosion and filled with 3 tonne of char.
- Water restrictions in force..... saved by our 7 year old water bore.
- Christmas BBQ on 16th December 2006. In excess of 100 people attended.
- Lost our treasurer to Queensland.....Glen Templeman filled in.
- All water tanks were cleaned out and rainwater filters were fitted.
- Introduction of a refuge siding out of Millswood station.
- SASMEE attended the 51st AALS convention at Penfield Model Engineers.
- SASMEE hosted a post convention run, including lunch. 100 attended + 15 locos.
- No Public Field Days were lost due to inclement weather.
- Bore water was extended around the boat pond to serve the steam house area.
- SASMEE January play night was well attended by some 80 persons.
- Death of one member, Max Blackwell of Broken Hill, on 15th December 2006
- Major upgrading work is underway on the trestle bridge..
- Boat pond is being well maintained and is stocked with 22 thriving fish (comets).
- All seven fire extinguishers on the property were tested and recharged.
- Lily pad bridge track was lifted and all steelwork treated and painted.
- Slight modifications were carried out on all rail bridges.
- Annual donation to St John of \$1000.

- 80th Birthday celebration at the May meeting with supper provided. 75 attended.
- Loco trials on 23/6/07, winner Simon Lindsay, Evening meal provided, 40 came.
- Girder bridge is currently being repainted by Radke Painters.
- Girder bridge timber decking fasteners were retentioned..
- The 71/4G lifter hydraulic ram was overhauled and the lifter repainted.
- Rainwater from steamhouse and shelters now piped into the boat pond.
- Our P.L.I. has been renewed with greater benefits. Thanks to Ian Clark.
- Our PFDays continue to receive excellent public and member support.

Finally I wish to sincerely thank all of the "Wednesday Boys" and those that work behind the scenes who manage to keep this club afloat and heading in a prosperous direction. In closing I have indeed considered it an honour to have served as your President and would like to thank the outgoing committee for their generous support in helping to manage SASMEE's affairs.

Barry Dunstan

PRESIDENT.



WINTER RUNNING AUGUST 2007

The Saturday pfd 18th August 2007 was held amid a cool sunny day of 15 degrees and boasted 5 parties of the birthday kind.

The canteen was "fired" up with John Lewis having cooked 15Kg of hot chips together with other helpers, Jean Clark and Dorothy Ambler.

The steam house had a large birthday party camped nearby which kept Ralph, Bob and John on their toes answering questions.

The boat pond had a good show of craft operated by Norm Kernick, Bill Weste, David [Doc]Westcombe-Down, Alan Saunders, Bob Smith abd John and Daniel Lyas.

SASMEE PARK 5"g

The following trains operated:-

2-8-2 D&RGW Mudhen #453

0-6-0 Schenectady #10

2-8-0 Nigel Gresley #457

0-6-0x2 Kitson Meyer #34

----- NSWGR 422 Class d/e

----- SteepleCab Electric

Peter Hoyer.

John Beal.

Simon Lindsay.

Graeme Driscoll.

Malcolm Ambler.

Gavin Thrum.

LINESIDE CONTROL POINTS

The lineside operation of points, on both 5" and 7.25" g SASMEE tracks, has been under the control of the locomotive drivers for many years. The lineside push button stations have now been replaced by magnetic sensors which are activated by the drivers. Each driver is issued with a small hand held actuator which is kept with his locomotive. As the train moves past the sensor the driver "strokes" the actuator past the sensor which delivers a pulse of 2 seconds duration to the Electric Point Machine. The pulse length is indicated by a small LED on the sensor box which confirms the points are changing. The 2 second pulse also isolates any spurious applications of the driver's actuator. The interlocking "Route Indicating" signals confirm that the points have completed their movement. Should the points fail to close, for what ever reason, the "Route Indicating" signals will be locked to "Red over Red".

Committee Member, Alex Mitropoulos is the Electronics expert of the "Signal and Telegraph" section and he is responsible for the design and installation of the new sensors.

Ian Clark

Deputy S. & T. Engineer.

FOR SALE

Hercus Drill Press. #3 Morse taper.

3 Phase Condition, Well used.

\$150.00

Kent- Owen Horizontal Milling Machine.

Needs work on Hydro table feed.

3 Phase. Project item.

Person who wants it is responsible for taking it away.

For further details contact,

Terry Fitton, on 8391 2614

3½" gauge X Class diesel locomotive.

By Glen Templeman

In 1963 a SASMEE member named John Moorfield obtained a complete set of Vickers drawings of a Western Australian Government Railways X Class diesel locomotive. 42 years have passed since this model was first run at SASMEE.

A little about the prototype:

In 1954 the Western Australian Government Railways introduced diesel- electric locomotives from the Vickers Electrical Co Ltd of Manchester. The order was placed for 48 locos to be delivered over the following 2½ years. These locos were powered by 8 cylinder 1,105 HP Crossley engines. The WAGR painted them "Larch Green" in colour and each loco was given an aboriginal name.

The Model:

An opportunity arose in May 2007 for me to resurrect the X Class.

The model was completed in 1965 by the late John Moorfield and is 1" to 1'. As this was a narrow gauge loco running on 3'6" gauge, it was easy to understand why the model was made in 3½" gauge. The locomotive originally had a 50cc single cylinder Mills 2 stroke engine. These engines were manufactured for industrial use in Melbourne. The main frames were made from 3/16" x 4" bright mild steel plate. This loco has 16 wheels 3¼" dia. All the suspension is pre-tempered spring steel which is fully compensating on both bogies as well as the main driving axles.

A complete overhaul has taken place and then disappointment. The 2 stroke motor just would not start. Let's not get upset, the motor was scrapped and replaced with a new 43cc Italian Alpina brush cutter motor. This engine was stripped of all the fancy covers and accessories because space was limited. After a little bit of jiggling the motor was fitted and yes, success.

The X Class made its first field day run at SASMEE since the early 80's on Saturday 21st July 2007. My son Mitchell, who is a junior member ran it all afternoon without any hiccups. He has been given the responsibility of maintaining and looking after the X Class diesel.

This has been a terrific training exercise for both father and son and I am sure that the interest and enthusiasm of Mitchell will be carried on.

RAILWAY QUIZ.

Q. In what year and where did the last Streetcar tram run to?

[Glenelg line excepted]

Answer in next Bulletin.

Answer to Quiz ---- Last Bulletin.

Q. Which Metropolitan Railway Station was originally named Chicago?

A. Kilburn.

SOME SASMEE HISTORY

December 1965

A special pfd in conjunction with the B.P. Social Club saw the following locos running:-

Max Dunkley --- 5"g Springbok.

John Moorfield --- 3.5"g WAGR X class d/e.

Bob Smith --- 3.5"g SAR 900 class d/e.

Roger Geisecke --- 3.5"g SAR 500 class.

Murray Mitchell --- 5"g Britannia.

June 1969

SASMEE Membership Subs increased to \$8.00 [WOW!!]

September 1969

Dean Deguisto was elected to Membership.

March 1974

Brad Cottle was elected to Membership.

June 1981

The 7.25"g Turntable was constructed.

OTHER THINGS ----- Bill Coles -- Editor

There are a couple of web sites that I look up now and again which may be of interest. <http://www.craftmanshipmuseum.com/>

This is a site run by the Joe Martin Foundation for exceptional craftsmanship. It features the best craftsmen from around the world and their miniature projects in wood and metal.

A tour around this site will either raise your sights a bit, or make you give up. A site for all Modellers to wonder, how did they do it?

A second site of reference is <http://www.lathes.co.uk/> This an archive of lathes and other machine tools. Claimed to be the world`s largest machine tool reference archive in pictures and specifications.

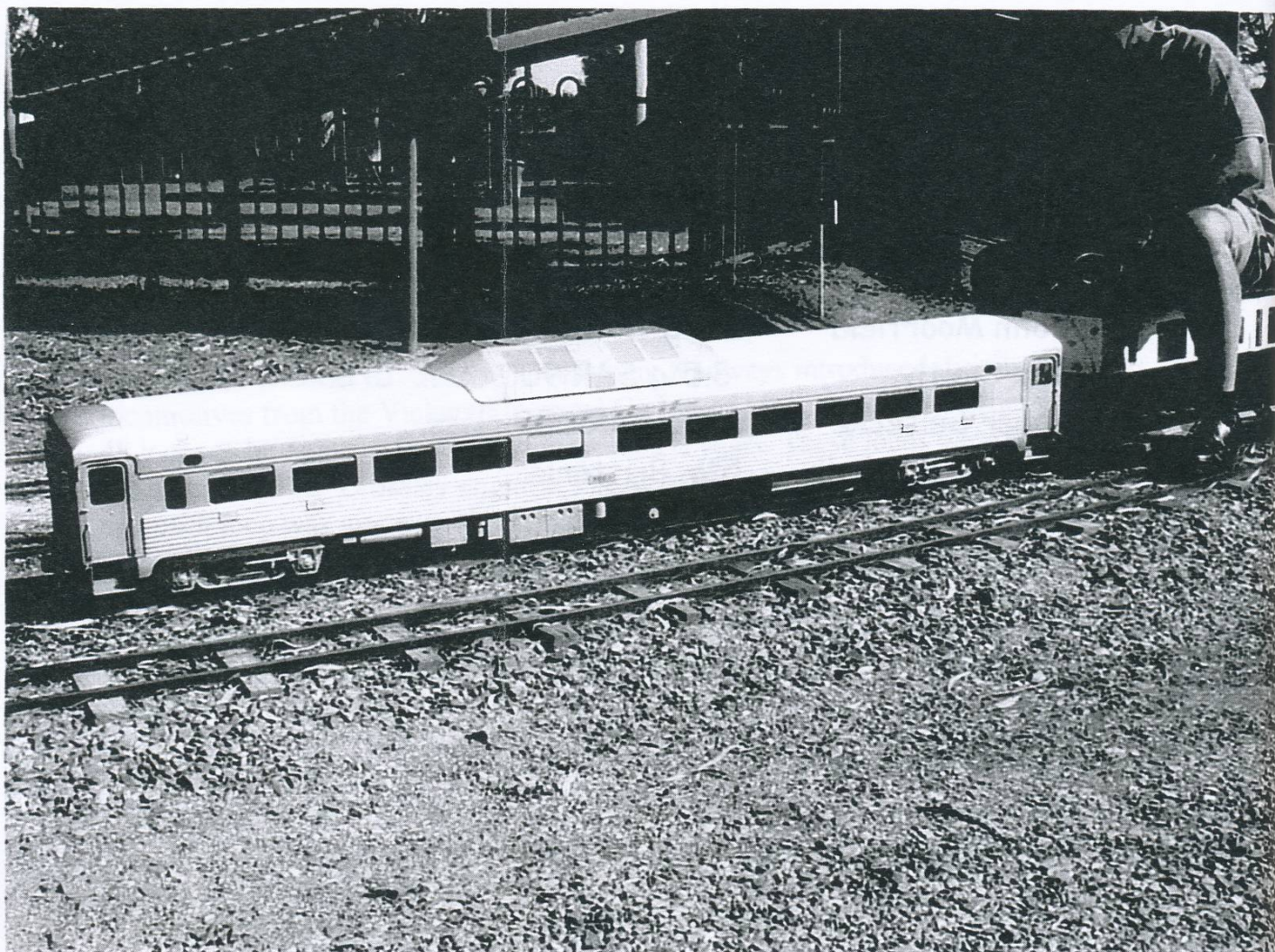


PHOTO 5

PHOTO 6

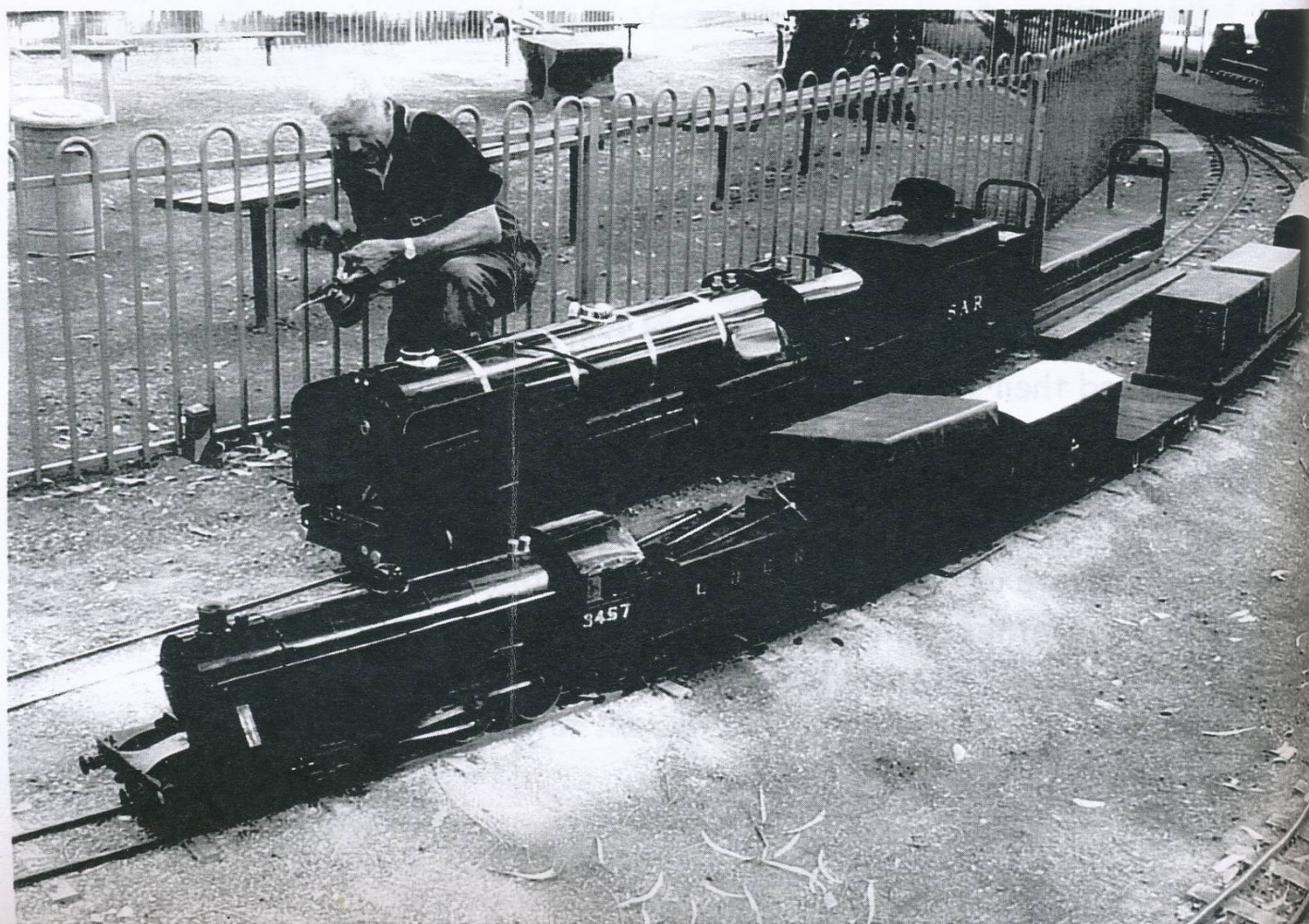


PHOTO GALLERY

Photo 1 Outgoing SASMEE Executive Committee.

Back Row:- Graeme Driscoll, Ian Clark, Barry Dunstan,
Glen Templeman, Alan Sambrooks, John Beal.

Front Row:- Michael Tingay, Ralph Ollerenshaw,
Alex Mitropoulos.

Photo 2 Junior Members Mitchell Templeman driving newly
acquired 3.5"g WAGR "X" class d/e. Built in 1963 by the
late John Moorfield.

Photo 3 Excellent steaming conditions are shown by Nigel
Gresley #457, driven by Simon Lindsay. Departing
SASMEE Park Station on 5-8-07.

Photo 4 An excellent mirror shot of Bob Smith's Port Line
freighter "Port New Plymouth" on 5-8-07.

Photo 5 Side lighting shows the metriculously constructed
5"g Budd Car owned by Michael Moyse. Post convention
run at SASMEE on 10-4-07

Photo 6 Visiting locos taking a break during the post convention
run on 10-4-07.

Photos 1 & 2 by Glen Templeman.

Photos 3 & 4 by Peter Hayward.

Photos 5 & 6 by Graeme Driscoll.

Editors Note re photo reproduction.

For ease of layout and cost effective printing it would be
appreciated if photos were either std 6"x4" [150x 100] or
for larger single shots, a size that can be contained in a std A5
sheet, e.g. the size of the page of this Bulletin. Orientation of
photos in landscape is also easier to layout than portrait.

Thank you. Bill Coles.

S. A. S. M. .E. E. OFFICE BEARERS
2007----- 2008

PRESIDENT: BARRY DUNSTAN 8248 4843
VICE PRESIDENT: GLEN TEMPLEMAN 8338 0380
SECRETARY: IAN CLARK 8293 6537

EMAIL ijclark@senet.com.au

MINUTE SECRETARY: JOHN BEAL 8297 2314
TREASURER: SIMON LINSAY 0416259996
ASS. TREASURER: MICHAEL TINGAY 8294 8914

COMMITTEE: GRAEME DRISCOLL 8276 9387
JOHN WEIDENHOFER 8536 2813
ALEX MITROPOULOS 8339 4974
RALPH OLLERENSHAW 8379 0998

AUDITORS: BOB NASH
GRAHAM GAETJENS

LIBRARIANS: JOHN DAVEY
BILL COLES

BOILER INSPECTORS: ALAN BRABHAM 8443 6544
JOHN GORDON 8322 3694
BILL COLES 8296 2167
JOHN LEVERS 8536 0135

CANTEEN MANAGEMENT: EXECUTIVE COMMITTEE

VICE PATRON: J. BERNARD DICKINSON
BA., C.Eng., M.I. Mar. E.

SASMEE "BULLETIN" BILL COLES [editor]
4 CLOVELLY AVE. HOVE 5048
8296 2167
EMAIL: bjhove@internode.on.net

SASMEE MAIL: PO BOX 208 GOODWOOD, S.A. 5034